

INTIMATION



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THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

NOTICE TO CORRESPONDENTS.

Communications relating to the news columns should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only. No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of *Daily Press* should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press, Codes: A.B.O. 6th Ed. Lieber's P.O. Box, 33. Telephone No. 12.

DEATH.

On the 6th June, at his residence, 103, Bluff, Yokohama, CHARLES DAVIS MOSS, aged 60 years. [1032]

The Daily Press.

HONGKONG OFFICE: 14, DE VEEUX ROAD, C. L. LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 11th June, 1903.

THE prevalence of plague naturally continues to absorb a great deal of public attention in Hongkong, and the number of European cases recently reported has of course made a considerable impression on the minds of the white community here. In to-day's figures the occurrence of six more European cases, following on the nine in twenty-four hours and four in the previous forty-eight, shows that in this year's record the proportion of European cases must necessarily be high. Yet, in spite of the inevitable disconcertment produced by such statistics, particularly after an abatement of the disease in 1902, it would be unwise to let any feelings of undue alarm gain ground. As far as we can discover, the type of the disease among the European patients has been generally mild. Indeed we have heard it suggested that a few people have actually been sufferers in a very slight degree without the fact being discovered; of course it is not possible to verify the truth of such a theory. Nevertheless from the number of persons attacked, this year must rank unambiguously high in the history of epidemics in the Colony, though fortunately we may now reckon ourselves to be at the climax of 1903. We are in the twenty-third week of the current year. In 1898 the culminating point was in the twenty-first week of the year; in 1899, in the nineteenth week; in 1900, in the twenty-fifth week; in 1901, in the twenty-second; and in 1902 in the twenty-third. In all cases it may be said that the drop was very rapid when once the crucial point

was reached. As the behaviour of the epidemic has been markedly regular, there is a certain amount of satisfaction to be derived from these figures.

In other parts of the East plague seems to have made itself heavily felt this year. The latest detailed figure from Bombay, given in the *Times of India* of the 23rd May, showed 15,400 deaths from this cause in India in the previous week as against 20,000 in the week before that. The death-rate was then still double that of the same period in 1902. In Bombay city itself the week May 15th-May 21st showed 311 plague attacks and 296 plague deaths, the total for 1903 being 827 as against 1,132 in the same week of 1901 and 766 in the same week of 1902. The latest figures which we have seen of Bombay's population put it at about 850,000. As Hongkong's estimated population on the 30th June last was 311,824, we are able to arrive at some notion of the comparative severity of the disease in the two places, and it will be seen that, heavier sufferer as it undoubtedly is, Bombay is not justified in deriding, as it has done in the past, the seriousness with which plague is treated here. It is but natural that any city should look on its own ills with a particularly sympathetic eye and on those of others with less attention. But, as it is not long since a Bombay critic of Hongkong's attitude toward plague was quoted in an official despatch in order to counteract the effect of the local complaints publicly made, it is only just to point out that Hongkong is with good reason concerned over the struggle which it has to maintain.

We wrote recently in these columns urging that Peking should, as the Foreign Ministers there were reported to be pressing the Chinese Government to make it, be declared a Treaty Port. We pointed out then that though Peking has little real trade and no manufactures to speak of, there are some very substantial reasons why it should be thrown open to foreign commerce and residence. We are glad to see in a letter of the Washington correspondent of the *New York World* that, "in the negotiations for a commercial treaty with China, Mr. HAY has asked that Peking shall be made an open port; Mr. HAY desires not only to extend American trade, but also to render the operation of carving up China by the various European nations as difficult as possible. Mr. HAY believes that the opening up of the port of Peking will do more than anything else to delay the partition of China, and will largely balance the closing of the Manchurian ports by Russia." Mr. HAY's view is an eminently sound one, and we trust that the United States Government will do all in its power to get Peking added, as it should have been in the earlier negotiations, to the list of Treaty Ports opened after the events of 1900. As we stated in dealing with this subject before, even if the opening of Peking were to drive the Chinese Court, still in reactionary hands, to take up its residence further south, that too would not be disadvantageous, for the influence of Russia would decline with the removal of China's capital to some point more distant from her frontiers.

The bowling handicap at the Hongkong Club has been won by Mr. Joseph Hooper.

His Majesty's ship *Tunara* yesterday reconquered her anchorage after a brief visit to Kowloon dock. Between three and four o'clock yesterday morning fire broke out in a medicine shop in Jervois Street, and destroyed one floor. The damage is at present unknown, but the premises are insured for \$4,000.

An Express issued yesterday by the Joint Telegraph Co's stated that all telegraphic communication with Tonkin is interrupted. Telegrams hitherto in for transmission are being forwarded to Saigon or Tourane to await restoration of the land-line.

The steamship *Arab*, owned by the Dollar Company, and engaged in carrying freight between San Francisco and Asia, is having an oil-burning plant installed. The device is the product of a local inventor, and different from any used on other oil-burning steamers. When equipped, the *Arab* will be the largest oil-burner on the Pacific.

The weekly band performances at the Kowloon Hotel, which were such a popular social feature last year, commence this evening again, when a turtle dinner will be served. By permission of Major Radcliffe and Officers, the band of the 33rd Burma Infantry will play the following programme during dinner (weather permitting):—
March....."The Roll of the Drum," McClure
Overture....."Zampa,".....Herold
Gavotte....."Danzon,".....Albani
Waltz....."Dance des Fleurs,".....Berger
Sélection....."The Gay Parisienne," Ivan Caryll
Song....."Beloved, it is I," Florence Aylward
March....."La Contessa,".....Waldteufel
Polka....."Par Oï Par Là,".....Waldteufel
Sélection....."Three Little Maids,".....Roubens
Waltz....."Bella Nita,".....Trefler
"God Save the King."

The transport *Mercedes* arrived yesterday morning, bringing a cargo of New Zealand coal for the Admiralty.

The fortunate ex-under-pusher of the P. and O. *Brilliant*, who is going to marry the daughter of a Belgian Duchess, seems to be a fascinating sort of individual. It is said that, while at sea, an elderly lady was so pleased with his behaviour as under-pusher that she has since left him £100 a year for life. After this, says a contemporary, the P. and O. Company are likely to be besieged by applicants for situations as under-pushers.

The logic of the *Noroc Vremya* is delightful and peculiarly Russian. In commenting on the recent arrest of Colonel Yate by the Afghans the Moscow paper commends Habibullah's energy and "aspirations to complete independence"; but turning promptly to the other side of the shield it bewails the continued exodus of a Russian representative from Kabul. The Amir's policy as applied to an Englishman is most praiseworthy, but as applied to a Russian it becomes "absurd inaccessibility"; and yet, strange as it may appear, it is with us and not with Russia that Afghanistan has treaty engagements, and the Russian Government has repeatedly acknowledged that the country itself is a British and not a Russian sphere of influence!

The Ichoua correspondent of the *N.C. Daily News* wrote at the end of last month:—Since the Chinese New Year your correspondent has travelled rather extensively in the southern part of Shantung, and has once penetrated Kiangsu province as far as Shanghai. During these months he has had constant occasion to observe the attitude of the people toward the foreigner, as shown by friendliness or its lack, by reviling and by kindred things. In Shantung the opprobrious name "foreign devil" was heard once, and friendly faces and friendly voices greeted one everywhere. However, no sooner had the line into Kiangsu been crossed than the attitude of the people changed decidedly. Cold looks, indifference, and unpleasant language were in constant evidence. Why this difference? Geographical position alone will not account for it.

In the Sydney Bankruptcy Court recently S. E. Gregory, the well-known ciceter, gave evidence in his bankrupt estate. The money he started business with, he said, he got from a test match on the Sydney Cricket Ground, in which he made £100 by his horse, and £20 was collected for him on the ground, the total being £120. He first went to England under Mr. Boyle, the manager of the team, in 1890. He cleared about £400 out of that trip after paying expenses. He went to England again in 1893, under Mr. Victor Cohen, manager. He made nothing out of that trip, owing to bad weather and the Australian team being a poor one. He made £400 or £500 net out of the 1896 tour. In 1899 he went to England under Major Wardill. This was a good year, the tour being a very successful one. He made about £700 net out of that tour.

Writing with regard to the anti-Semitic outbreak in Russia the *Pall Mall Gazette* says:—In Bessarabia the old fiction, enshrined for us in the *Centurion's Tales*, of a "ritual murder" by the Jews, has led to a ghastly popular outbreak against the chosen people. In this case without any desire to palliate the atrocities, committed by the Russians, we may point out a Russian boy really had disappeared; and that his body was found some days before the beginning of Holy Week. While the popular fury has resulted in the murder of some seventy Jews and the serious injury of five hundred others, there seems no doubt that even greater blame may rightly be laid to the charge of the Governor and the police officials on account of their amazing dilatoriness, particularly as ample warning was given by the appearance of a venomous and inflammatory attack in the *Bessarabiyets* a week before the day of the massacre.

THE PLAGUE RETURNS.

FRESH EUROPEAN CASES.

Out of 26 cases of plague reported during the 24 hours ended at noon yesterday—a similar number to that on the previous day—six were European; one occurred at 392, Des Voeux Road West, another at the Central Police Station, a third at Kennedytown Hospital, a fourth on the sailing ship *Dunstaffnage* the fifth was that of an European of no fixed abode, and the sixth was at a hotel. This last is apparently the case of the lady whose illness we stated in yesterday's issue, had not been definitely diagnosed, but as it is now included in the returns it may be assumed that the case is one of plague, as presumptions to the contrary notwithstanding. Of the remaining 21 cases, 1 was Indian (Victoria Goal quarters), 1 Japanese (23, Ship Street), and 19 (22 fatal) were Chinese.

The case mentioned on Tuesday as having been removed from the filterbeds in Richmond Road was Mrs. Barrington; from the Stag Hotel Mr. J. M. J. Davidson was taken away and from 80, Queen's Road East Mr. G. A. Paxton, Sanitary Inspector O'Keefe and Sanitary Inspector Conolly and Mrs. Conolly are down with the ailment. The cases from the Ocean are Joseph Woon, William H. Tuohing, William Brown, James Crombie and William Daly. Among the latest persons to be removed to hospital is William Smith, a passenger from Canton on the *Yikang*; Constable H. Pan from the Central; and Wardmaster W. Mackay of the Kennedytown Hospital. The patient from the *Dunstaffnage* is Mr. E. Berger.

The first European case of plague in Shamoan has just occurred, the victim being Mr. A. Tsangnet. The patient is isolated in a boat off Shamoan, and we learn that he is doing well.

TELEGRAMS

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENT.]

GENERAL NEWS.

SERIOUS BOILER EXPLOSION ON FRENCH GUNBOAT "OLEY."

SHANGHAI, 10th June, 9.45 p.m.

The French gunboat *Oley* returned to Chungking owing to her boiler bursting when on the way to Suifu. Two were killed and two injured.

DISASTROUS FIRE IN PERING.

SHANGHAI, 10th June, 10.47 p.m.

The Board of Revenue, Peking, was burnt last night. To prevent the flames spreading the French Hospital and the Board of Rites were intentionally destroyed. Foreign troops are working to extinguish the fire.

REUTER'S SERVICE.

THE LOSS OF THE "LIBAN."

LONDON, 8th June.

Two hundred to two hundred and fifty people were on board of the *Liban*, of whom it is believed one half have perished. The steamer sank in twenty minutes. A panic occurred among the passengers, who were at lunch when the steamer collided, and who endeavoured to seize the boats, only one of which was lowered; many persons were picked up by the boats of steamers in the vicinity.

LATER.

The collision, which occurred in sunshine and a calm sea, was apparently due to each Captain persisting in his course, expecting the other to deviate.

THE FLOODS IN AMERICA.

LONDON, 8th June.

It is estimated that the floods in America have rendered homeless 25,000 and submerged 200,000 acres of fertile farms. Martial law has been proclaimed at St. Louis to prevent looting.

FOREST FIRES IN CANADA, &c.

LONDON, 8th June.

The forest fires in Canada and New England continue and are particularly alarming in the Canadian maritime provinces. Around Ottawa and Montreal the people in the lumbering villages are seeking refuge at Nullains.

GERMAN CONSULAR CHANGES.

LONDON, 8th June.

Herr Lyburg, German Consul-General at Batavia, has been transferred to Yokohama, replacing Herr Coates, who has been appointed Minister at Bangkok.

THE JAPANESE SQUADRON IN AUSTRALIA.

LONDON, 8th June.

The Japanese blue-jackets who took part in a review at Sydney with the British naval force were greatly cheered.

THE FRENCH IN MOROCCO.

LONDON, 8th June.

French artillery has bombarded Fige for two hours.

VOLUNTEER CHURCH PARADE.

The annual Church parade of the Hongkong Volunteers will be held in St. John's Cathedral, on Sunday, at 11 a.m. Special hymns will be sung, and the band of the Sherwood Foresters will assist the organ in the accompaniment. Armourer-Sergeant Hawkes of H.K. Police and Volunteers, late of the 1st South Stafford Regt., will afterwards be presented with a South African War medal.

Cathedral seatholders, whose seats are requisitioned for the use of the Volunteers, will be provided with seats elsewhere.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—The barometer has fallen over China, particularly on the E. coast.

There are two depressions, one over the Yangtze Valley. Pressure is highest over the N. part of the China Sea.

Gradients moderate with fresh S. winds in the Formosa Channel, and moderate SW. winds off the S. coast of China.

Forecast:—Moderate SW. winds; fine at first, showery later.

MURDER BY A FOREIGNER IN SHANGHAI.

People recently arrived from Shanghai inform us, says our contemporary *O Peking*, that the lamentable case of P. A. Souza, clerk of the Gas Co., Shanghai, was not exactly what it was represented to be by the *North China Daily News*, and that there were many attenuating circumstances on behalf of the accused. Souza was coming home as usual when he met with four Chinamen, who provoked him, knocked off his hat, and assaulted him, and so on—that he was completely unarmed and could not defend himself against his assailants he ran into the house with the intention of securing a cane for his defence, being closely followed by them. As soon as the house was reached they broke one window, on which Souza became more excited, and, finding a carving knife on the table, got hold of it and came out to meet his assailants, who, seeing him armed with a knife, tried to run away. As Souza is rather heavy and could not run fast, he could only follow one of them, at whom he threw the knife; as there was no post-mortem examination, the exact cause of death could not judicially be determined. Amongst the witnesses who have been summoned were the secretary of the Gas Co., and a few others, all of whom testified to the excellent character of Souza and that he must have been greatly provoked by the Chinamen to induce him to act as he did. These Chinamen, people say, belonged to a gang of gamblers and are reputed to be bad people.

The Portuguese community in Shanghai promptly subscribed about \$2,000 for Souza's defence, and the Gas Co., being thoroughly convinced that the accused will be acquitted, granted him six months' leave with advanced salary, and to his brother, who is in the same employ, three months' leave on full pay in order to accompany him to Macao.

Our Shanghai contemporary, *O Peking*, adds, recently said that the Chinese have lately behaved themselves very intemperately toward the foreigners residing in the Hankow district, provoking them without any motive and exciting them to break the peace. No wonder that Souza got into trouble.

POLICE COURT.

Wednesday, 10th June.

BEFORE MR. F. A. HAZELAND (POLICE MAGISTRATE).

UNJUST WEIGHT. At the instance of Inspector W. L. Ford, the master of the compradore shop No. 53, Central Market was charged with using a Chinese weighing-yard or *cheong* which was deficient to the extent of 5 per cent.

His Worship found the charge proven, and imposed a penalty of \$100.

The shopman had his weighing-yard "faked" by means of a number of cash attached, which is rather a departure from the fraudulent Chinese tradesman's ordinary method of affixing lead or old nails underneath the yard in such position as to make them invisible to the purchaser.

BEFORE MR. J. H. KEMP (ACTING POLICE MAGISTRATE).

ROW IN A PHOTOGRAPHER'S SHOP.

Two European soldiers of the Royal Garrison Artillery were charged with disorderly conduct and assault in a Chinese photographer's shop at Nos. 2 and 4, D'Agular Street. They pleaded not guilty.

The evidence against them was that, after receiving a number of snapshots which they had left to be developed, they proceeded to handle some photographs in a manner that was not calculated to enhance their market price and that aroused the ire of the proprietor, who told them to leave the shop. The defendants refused, and assaulted one of the folk to the effusion of blood. An Indian constable was called and they were arrested.

The defendants averred that the people in the shop were the aggressors. The first defendant said he simply picked up a photograph to look at it. It was snatched out of his hand and he was pursued towards the stairs. All the Chinese on the shop gathered round, and he and his friend had to strike out to save themselves from being pushed down the stairs.

His Worship said he had no doubt the defendants behaved high-handedly, and when the proprietor of the shop very naturally objected to having his property damaged they committed the assault alleged against them. They would have to be taught to behave themselves in a respectable shop, and to that end would be fined \$10 each and pay \$2.50 compensation to the complainant.

THEFT ON BOARD SHIP.

On the complaint of Hubert Seaton, second mate of the P. & A. steamer *Indra*, a coolie, was charged with breaking open a case of matches on the steamer and stealing therefrom thirty boxes of the total value of two cents.

The defendant, who said he bought the matches that were found on his person when he was arrested, pleaded not guilty, but was convicted on evidence and sentenced to two months' hard labour.

ELLIS KADOORIE SCHOOLS.

We have received a copy of the second annual report of the Ellis Kadoorie Chinese Schools Society for 1902-1903. It states that with reference to the work done in the various schools the result has been eminently satisfactory. The English headmasters and their staffs have stuck to their duties manfully and in spite of everything committed to their care in a creditable manner. Deducting \$9,845.00 paid to Chinese Chamber of Commerce for the 7th years' lease of the Hongkong School, and \$11,187.58 spent on the Honam premises—which appear in the balance sheet as assets in hand—the society has, in reality, on this date, only \$49,593. Out of the interest on the sum three schools have to be supported in the immediate future, the cost of which, at the rate of about \$800.00 each, per month, amounts roughly to \$2,400 a month.

CORRESPONDENCE.

THE V.R.C.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 9th June.
Sir,—As the annual general meeting of the V.R.C. takes place on the 18th inst., permit me to take this opportunity to call the Committee's attention to the very high prices for drinks now imposed by the Bar sub-committee. Of course, I quite admit that it may have been found necessary, owing to the recent decline in exchange, to slightly increase the bar price list, but, considering that there never has been, in the history of the Club, any loss in this direction, and further considering that the objects and purposes of the Club are not inclined to *gain*, I think that the Committee should, in some instances, reduce the present price list to a certain extent.

One of the principal advantages of the Club is its object to improve the young men of the Colony. Now, is it reasonable that those youths, should they elect to indulge in a "lemon squash" (one of the most popular V.R.C. drinks) should pay as much as 30 cents? It must be remembered that in going over, the young man has the extra expenditure of launch hire!

Looking at the Bar sub-committee's report for last year, I see that the previous increase in the price list was made as recently as August, 1902, and I think it could not be said that, to avoid any likely deficit, this last increase in February was absolutely necessary.

I do not suggest that the whole list be reduced, but I think the Committee will agree with me that, on reconsideration, they will find many items which require curtailment. That they should certainly primarily consider the financial position of the young man, and not gain, is the humble opinion of

AN OLD MEMBER.

THE PLAGUE.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 10th June.
Sir,—Judging by the daily returns I notice that the number of cases of plague for the last few days discovered, reported or otherwise, still show an upward tendency and the death rate is almost 99 per cent.

Plague patients are as a rule to be immediately removed to the Plague Hospital directly they are discovered, and according to the returns published in all the newspapers, most of them or practically all of them generally die on the way or shortly after admission to the hospital. It is well known to all that the percentage of cured and discharged from such hospitals is very low, practically nil.

In my opinion, I should think that the removal of such plague-patients from one part of the town to another does in all cases more harm than good both to the patients themselves and the general community at large. The shock at being removed to a strange place without being attended by their own people is terrible enough to kill the patients and the sight of their transportation to the place of treatment is sufficiently bad to affect the health of the general public.

Under these circumstances I think it advisable, subject to a few weeks' trial, that the patients when reported to the Sanitary Board should be allowed to remain in their own houses, nursed by one or two of their own people and attended by their own doctors, European or Chinese at their option, but under the direct supervision of the Sanitary Board. All other inmates of the same house must be kept away as long as the patient remains there. If the patients choose to get away from this Colony they are at liberty to do so, but the furniture and clothing of all persons formerly living in the same flat must be thoroughly disinfected afterwards, and in case the patients die in the premises, their bodies are to be delivered up to the Sanitary Board for burial at certain places chosen by the relatives of the victims. In justice to both the patients and their relatives the Sanitary Board should give them every chance of looking after themselves while they are still alive. Thanking you for insertion of the above in your valuable paper.—Yours, &c.

HOPE.

LATEST STEAMER MOVEMENTS.

The M.M. steamer *Ernest Simons*, with the next French mail, will leave Saigon on the 11th inst., at 1 p.m. for this port.

The C.P.B. steamer *Impress of India* arrived at Kolo at noon on the 9th inst., and left again at midnight same day, via Nagasaki, for Shanghai, where she is due to arrive at 2 a.m. on Saturday.

The T.K.K. steamer *Nippon Maru*, with mails, &c., from San Francisco to the 16th ult., via Honolulu, left Yokohama for this port, via Inland Sea, &c., on the 5th inst.

The O. & O. steamer *Coptic*, with mails, &c., left San Francisco for this port via Honolulu, &c., on the 3rd inst.

The upriver German mail steamer *Preussen* left Singapore on the 10th inst., at noon, and may be expected here on the 14th inst., at 6 p.m.

The Indo-China steamer *Suisang*, from Calcutta and the Straits, left Singapore for this port on the 9th inst., p.m.

The P. & A. steamer *Indra* left Portland (Or.) for this port via Japan ports on the 7th inst., and may be expected here on the 7th prox.

The H.A.L. steamer *Amelia*, from Hamburg, left Singapore for this port on the 9th inst., at noon, and may be expected here on the 15th inst., a.m.

The Danish steamer *Prins Valdemar* left Singapore on the 9th inst., p.m., and may be expected here on the 15th inst.

The A.L. steamer *Trieste* left Singapore for this port on the 8th inst.

THE "AMPHITRITE" AT HONOLULU.

WIRELESS TELEGRAPHY.

The following is taken from the *Hawaiian Gazette* of the 12th ult. —

On the day before the departure of the big British cruiser *Amphitrite* from this port for the Orient, a couple of the directors of the Inter-Island Telegraph Company had a consultation with Captain Windham relative to the wireless system on the cruiser, and the feasibility of making some tests of the local system with the cruiser's apparatus. Captain Windham was most accommodating about it. Tests were made at once with the cruiser's wireless masts, with the result that the station at Mahukona, Hawaii, was communicated with successfully. This was sending and receiving messages at a distance of 130 miles, and was most satisfactory. After this experiment, it was proposed by the local directors, to which proposition Captain Windham agreed, that the cruiser, as she steamed out of port, should run in close to Barber's Point and attempt communication with the stations of the Inter-Island Company at Waiolu and on Molokai, Lanai, and Kauai. This agreement was carried out to the letter and presently word was received at the shore end from the cruiser that the operator on board the *Amphitrite* had exchanged messages with the wireless stations at Waiolu, and on Molokai and Lanai. The Lanai reading had been rather faint, but with Molokai communication had been markedly easy. As to Kauai, the man on the British cruiser could not get that island at all. They had failed to get Kauai from the harbour also, but that was probably because there was a mountain in the way. As to the failure at sea, that is not considered a failure really, because it is not yet known whether the operator on the Garden Isle was in his office at the time the attempt to reach him was made.

Captain Windham was even better than his word to the local wireless people, because the *Amphitrite* continued to call the station here until 3.15 on the afternoon of the sailing day. After that hour the cruiser was lost to the shore end, probably because the operator on board of her ceased working. This establishes the fact that the various stations of the Inter-Island system can be caught from Barber's Point, and indicates many things to the local management in the way of making their system more effective. Also, it contains a hint for the future, when ships that come in and go out of this port will announce their coming to the people on shore a long time before they are sighted.

THE U.S., RUSSIA, AND MANCHURIA.

A Washington despatch dated the 7th ult. says —

In the Russian series of diplomatic exchanges from the current volume of foreign relations now in press is given the text of a communication addressed by Ambassador Tsereteli to the Russian Foreign Office, relative to the announcement that China was about to sign an agreement with the Russo-Chinese Bank, by which valuable exclusive privileges were to be secured by that institution. The note brought forth the important declaration from Count Lamsdorff, Minister of Foreign Affairs, that Russia proposed to restore Manchuria to China, and would recall her troops from that province, and that there was no intention to interfere with the "open-door" arrangement.

Tsereteli's note to the Russian Minister for Foreign Affairs follows:—"In obedience to instructions which I have received from the Government of the United States, I have the honour to inform your Excellency that the American Minister to China has reported in a telegram recently received at Washington that Prince Ching has agreed to sign the Manchuria convention and also a separate convention with the Russo-Chinese Bank, under which exclusive privileges of industrial development in Manchuria are to be granted to that bank. "I am instructed to say that the Government of the United States could look only with concern upon any arrangement by which China should extend to a corporate company the exclusive right within its territory to open mines, construct railways and to exert other industrial privileges.

"It is the belief of the Government of the United States that by permitting or creating a monopoly of this character China would contravene the treaties which it has already entered into with foreign powers and would injure the rights of American citizens by restricting legitimate trade; also that such action would lead to the impairment of Chinese sovereignty and tend to diminish the ability of China to meet its obligations. Other powers as well might seek similar advantages in different parts of the Chinese empire and would destroy the policy of equal treatment of all nations in regard to navigation and commerce throughout China.

"I am further instructed to convey to your Excellency the sentiment of the United States Government that the acquiring by any one power of exclusive privileges in China for its subjects or its own commerce would be contrary to the assurances repeatedly given by the Imperial Russian Ministry for Foreign Affairs to the United States of the intention of the Russian Government to maintain the policy of the 'open door' in China, as that policy has been advocated by the United States and accepted by all the Powers who have commercial interests within the Chinese empire.

"I am to assure you that the Government of

the United States is now, as it has always been heretofore, animated by the desire to secure for all nations entirely equal intercourse with China, and I am instructed to present to your Excellency the request that the Imperial Russian Government will give due attention to the foregoing considerations, which have also been addressed to the Chinese Government, and to express to your Excellency the hope that such measures of procedure may be adopted as will allay the apprehension of the Government of the United States."

Following is the reply of Count Lamsdorff:—"The Imperial Government, always desirous of cultivating and developing the best relations with the United States, is fully disposed to remove that anxiety which the proposed arrangements between Russia and China appear to have caused the Cabinet in Washington, but it feels itself bound at the same time to declare that negotiations carried on between two entirely independent states are not subject to be submitted to the approval of other powers.

"There is no thought of attacking the principle of the 'open door,' as that principle is understood by the Imperial Government of Russia, and Russia has no intention whatever to change the policy followed by her in that respect up to the present time."

"If the Russo-Chinese Bank should obtain concessions in China the agreements of a private character or relating to them would not differ from those heretofore conceded to many other foreign corporations. But would it not be very strange if the 'door' which is open to certain nations should be closed to Russia, whose frontier adjoins that of Manchuria and who has been forced by recent events to send her troops into that province to re-establish order in the plain and common interest of all nations? It is true that Russia has conquered Manchuria, but she still maintains her firm determination to restore it to China and recall her troops as soon as the conditions of occupation have been agreed upon and the necessary steps taken to prevent a fresh outbreak of trouble in the neighbouring territory.

"It is impossible to deny an independent state the right to grant others such concessions as it is free to dispose, and I have every reason to believe that the demands of the Russo-Chinese Bank do not in the least exceed those that have been so often formulated by other foreign countries, and I feel that under the circumstances it would not be easy for the Imperial Government to deny to Russian companies support which is given by other Governments to companies and syndicates of their own nationalities.

"At all events I beg your Excellency to believe that there is not nor can there be any question of the contradiction of assurances which, under the orders of his Majesty, the Emperor, I have had occasion to give heretofore in regard to the principles which invariably direct the policy of Russia."

Because of the announcement of the Anglo-Japanese agreement at about the same time Hay addressed the Russian Government relative to the Russo-Chinese Bank, Hay directed Ambassador Tsereteli to advise the Russian Government that this Government did not know that negotiations for such an agreement were pending and that neither Great Britain nor Japan was consulted regarding the note.

SAILORS PERFORM THEIR OWN FUNERAL RITES.

Thirteen Norwegian sailors, who were rescued from their sinking ship by the Hamburg-American liner *Pennsylvania* during its recent voyage from Plymouth to New York, had one of the most extraordinary experiences which ever fell to the lot of seafaring men. The steamer, the *Ziggen* of Hangesund, was a vessel of 670 tons, and was bound from Cape Breton to Connecticut, with a cargo of steel. During a series of fierce gales which raged in the Atlantic the *Ziggen* lost her propeller, and was rendered a helpless prey to the fury of the wind and weather. For five days and a half the vessel was driven hither and thither by the mountainous seas, blinding snowstorms which followed each other with quick succession making her plight even more terrible. The condition of the crew was most piteous. Throughout the five days they were compelled to stay on the deck, which was covered with snow, and were nearly frozen to death.

Several times during their awful vigil rescue seemed to be near, as now and again steamers were sighted. But not once were their signals of distress noticed. On the sixth day they had practically lost hope of being saved. The ship was becoming water-logged, and seeing that death was fast approaching the captain gathered his little crew around him, and called upon them to prepare for their end. The scene which followed is probably unprecedented in the history of the sea. With the twelve men kneeling around him in reverent attitudes, the captain began to solemnly read the burial service. The crew had thus nearly completed their own funeral rites, when the smoke of the *Pennsylvania* came in sight. As the liner drew nearer the Norwegians made frantic efforts to attract attention, and were nearly overcome with joy when they saw the mammoth ship slow down and a lifeboat leave its side.

Soon the rescue party arrived, and the despairing mariners who had lost all hope of succour were quickly transferred to the hospitable decks of the liner, where everything possible was done for their comfort.

OPINION ABROAD ON KING EDWARD'S TOUR.

Americans, always predisposed to credit the King with a great and direct influence on affairs, follow him now on his Continental tour with intelligent interest, writes the *Times* New York representative on the 3rd May. They regard him as a messenger of peace and goodwill. They describe him as a great Ambassador. They believe that his visit to Paris has really done much to promote Anglo-French friendship, or perhaps to create a condition of feeling between the two peoples likely to benefit both. His Majesty's presence in Italy was thought primarily only a visible symbol of the excellent relations long existing between England and Italy. But his interview with the Pope, purely personal as it is known to be, and to the Pope as a spiritual and not a temporal Sovereign, has profoundly gratified the nine millions of American Roman Catholics, Irish included. All these views and many more occur in the leading American papers. The non-Catholic Press speaks cordially of the Vatican incident, rather wondering that English Nonconformists should see in it a mark of homage to the Papacy as such. The *Tribune*, staunchest of Protestant journals, observes:—"All that has happened is that the King has paid a courteous and graceful visit to one of the most venerable and distinguished men now living. That he went to the Vatican directly from the Quirinal is sufficient proof of the non-political nature of his visit. He has not endangered the Protestant succession in England. He has not offended his Royal host at the Quirinal. He has gratified some millions of his subjects, and has maintained his old reputation for unflinching tact and courtesy." The most curious of all is the discovery that a King may by these methods do a service to his country which a President cannot, since a President may not journey abroad while he is President. A monarchy, therefore, and to that extent, has "a practical value" even in Republican eyes. If it had not, the King's abiding and universal popularity in the United States would remain.

The Berlin and Vienna correspondents of the same journal write as follows:—

While it is impossible for German observers to ignore the cordiality of King Edward's reception both in Rome and in Paris, the tone of the reports which are provided for the information of the public is such that petty incidents which may be thought to detract from the general effect are unduly magnified, and the attitude of the Parisians in particular is described as polite rather than cordial. In most instances considerable caution is exhibited in dealing with the relations of Great Britain, France, and Italy, since it is seen that any rash language employed in this connection would produce undesirable consequences. The *Post* publishes elaborate lucubrations intended to reassure German opinion. It goes so far as to say:—"A real Anglo-French entente is in the long run impossible, because in the colonial sphere differences will invariably, and in fact will very soon, arise, with the result that the artificially-kept threads will be severed with a sudden jerk." The only kind of rapprochement between France and England which the *Post* regards as practicable, and which it warns its readers against dismissing from their calculations, is some kind of temporary understanding with special aims and of brief duration. King Edward's speech to the British Chamber of Commerce shows that a relationship far more profound and permanent is in store for the two neighbouring nations. Good relations between England and Italy are described as part of the programme of Prince Bismarck. It is hardly in that sense that the British and Italian nations regard their traditional friendship, which has been consecrated afresh by the reception accorded to King Edward in Rome. The King's visit, and Anglo-Italian relations in general, cannot have anything to do with German "programmes," which are really becoming as ephemeral as the menu of yesterday's dinner.

The Austrian Press makes to-day (April 30) full amends for the indifference hitherto displayed towards King Edward's journey. The magnificent reception accorded to his Majesty in Rome, the warmth and political significance of the toasts exchanged at the Quirinal, the unflinching tact with which the King responded to the Italian manifestations of sympathy, and the circumstance that the visit to Paris, capital is to be followed by the visit to Rome, draw from Austria a stream of commendatory utterances. The tone of these utterances is not only unexceptionable, but in most cases friendly. The semi-official *Fremdenblatt* points out that in the homage paid by Italians to King Edward there is an element of proud satisfaction that the first ruler of the United Kingdom to enter Rome should enter it as the capital of united Italy. The visit to the Quirinal, adds the *Fremdenblatt*, gave King Edward an opportunity of proving his respect for the Pope, the successor of Peter VIII, could bestow himself to the Vatican because he was a guest in Rome. A whole phase of history lies in this fact, and the Italians, who are proud of their young realm and proud of Leo XIII., rejoice to show a foreign Sovereign the double power represented by their Rome. "After an analysis of the historical and political basis of Anglo-Italian friendship, the *Fremdenblatt* emphasises the advantage drawn by Italy from her membership of the Triple Alliance, which has enabled her to take over many a difficult moment and to create for herself the position she now enjoys. Italian interests make good relations with France and England very desirable, and King Edward's visit points the way along which England and Italy may proceed hand in hand. Even though no immediate political conclusion can be drawn from King Edward's words, they are, nevertheless, of worth to Italy, as signs of his friendship. "We are convinced," concludes the *Fremdenblatt*, "that the festivities which will ensue in King's honour, and the sympathy felt by England for the grand old country of civilisation will thereby be vivified and strengthened."

MISCELLANEOUS NOTES AND NEWS.

UNHAPPY BREAKFASTS.

An English lady writes in one of the reviews:—"The longer I live the more convinced I am that breakfast is the real cause of more domestic friction than can be accounted for by mere incompatibility of temper. It is not in human nature to be amiable in the early morning. The patriarchal system by which four or five different branches of a family live under one roof could not possibly continue abroad were the various families obliged to submit to the breakfast test. Your father-in-law, your mother-in-law, your brother-in-law and his wife, your sister-in-law and her husband contemplated over a dish of poached eggs in the early morning would be impossible, but by midday we have buried our savage instincts, assumed once more the Christian virtues, and are prepared to face the world of relations-in-law with resignation, and perhaps even the semblance of appreciation. After all, it is a great thing to be born English, it teaches us to see the follies of our national institutions and the happier methods of foreign countries—at any rate in the matter of breakfast."

A WONDERFUL AIRSHIP.

A wonderful airship will compete for the £40,000 prize offered by the St. Louis Exhibition. The airship, which will be made of aluminium, is now building, and will present entirely new features in aerostats, aerodromes, and aeroplanes. It will contain compartments for passengers, mails, and freight. The ship, including equipment, is to weigh 13,000 lbs., and have a lifting capacity of 21,000 lbs. It is expected to lift twenty-five or thirty passengers, with baggage and provisions. Mr. Stanley, the inventor, says:—"Trips across the Continent will be made with ease and perfect safety. Airships within a few years will ride above storms, and will be able to breast any air-current." The inventor's supporters say there is nothing theoretical, not the smallest detail, in the construction or navigation of his airship. Every detail has been tested by science, and demonstrated to the complete satisfaction of every engineer who has seen the model or the plans. Aeroplanes have assisted Mr. Stanley in exploring the air in balloons at all altitudes, and it is claimed that an absolutely accurate knowledge of the conditions he has to deal with ensures the inventor success.

ENTERIC IN INDIA.

Enteric has completely displaced cholera as the scourge of the army in India. When we read in the annual report of the Sanitary Commissioner with the Government of India, Surgeon-General Franklin, that there were only twelve cases of cholera amongst the whole of the British troops in 1901, and that at no station did more than three occur, it is hard to realise the timeless terror this disease excited until a comparatively recent period. But whilst less swift and fearsome in its action, enteric is none the less deadly in its results, and is by far the most serious enemy the military sanitarian has to meet. In 1901, for example, when there was a marked decrease of both mortality and morbidity of enteric fever, there were 776 admissions and 202 deaths, or 27 percent of the total mortality amongst British troops. As the average duration of a case was over fifty-five days and the average number constantly sick 117.07, the total annual loss of service due to enteric alone attained the proportions of 42,730 days. The gravity of these figures is intensified by the fact that after all we really know extremely little that is definite about the cause of the origin and spread of a disease which exercises such disastrous effects upon the young soldier.

A DERELICT'S LONG TRIP.

Thirty-eight hundred miles, through calm and storm, and with no man at the helm, the hulk of the once good ship *Fannie Kerr* followed a course from a point in mid-Pacific, not far from the Hawaiian group, to the far island of Formosa and threw her bones up on the beach, to sail no more. It was on May 29th, last year, that she broke out in the coal cargo of the *Fannie Kerr* while she was bound from Newcastle, Australia, to San Francisco, and Captain Gibbons and his crew abandoned the ship without delay after a few hours' fight with the flames and a bad gale convinced them that the vessel would be a total loss. They stood away in their small boats for the Hawaiian islands, and all steamers reached Honolulu. Tugboats and steamers from Honolulu made diligent search for the abandoned *Fannie Kerr*, but without avail. It was in latitude 26 deg. 30 min. north, longitude 169 deg. west, that she was last seen by the crew. Though the hulk kept afloat and continued to burn for nearly a year, she was not seen by any of the hundreds of steamers or ships passing to and fro from the Asiatic coast until a few weeks ago, when the steamer *Taurus*, bound from India for Yokohama, reached her destination on April 9th and reported that the *Fannie Kerr* had been sighted about five miles from Formosa. All the rigging was gone except the bowsprit, and smoke was still coming from the derelict. The decks had buckled, and there was evidence that an explosion had taken place. The news received later that the wreck had finally gone ashore on Formosa confirms the report made by the *Taurus*. In travelling from the point where she was abandoned a year ago the *Fannie Kerr* covered a distance of 38,000 miles. Her exact course as she followed the currents will never be known but the spot where she went ashore on Formosa is in practically the same latitude as the place where she was abandoned.

PHOTOGRAPHIC

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[38]

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SCHOOLBOY BLUNDERS.

The *Pilot* gives an entertaining collection of schoolboy blunders, a few of which are:—
Q: In what play does the character of Benedick occur?—A: In the Prayer Book.
Q: Who wrote *Oceanic*?—A: A Fraud.
Q: To whom was said, "I served thee fourteen years for thy two daughters"?—A: The Devil.
Q: At what school was Byron educated?—A: The Lake School.
Q: From what animal is musk made?—A: The musktoe.
Q: Who was the English commander in the battle of the Enderby?—A: Cardinal Wolsey.
Q: Who was "the Niobe of Nations"?—A: Niagara Falls.

A REDSKIN ROMANCE.

A telegram from Butte, Montana, tells the story of a genuine romance. John Anderson, a Swede, has for years been looking for his cousin, a young woman, who is wanted as the heiress to a fortune in the custody of the Swedish Courts. She disappeared when her parents were murdered by Cree Indians. Recently while Anderson was talking with some Cree, he noticed a light-haired squaw, called "Samb Big Cloud." Being questioned, she knew nothing about her early life, except that her parents were whites and had been killed. She had grown up with the tribe, and had married an Indian, who had recently been killed by a snowslide. She produced a ring with an inscription which she was unable to read. "To Mathilda. From papa and mamma, 1855." That was the name of Anderson's missing cousin and the year of the parents' murder. After Anderson has put the facts to legal proof, the couple will return to claim the inheritance.

AMERICAN NEWSPAPER METHODS.

Mr. James Creelman, who was correspondent of the *New York American* during the Spanish War, writes in glorification of "yellow journalism." Some time before the destruction of the battleship *Maine* in the harbour of Havana the *New York American* sent Frederic Remington, the distinguished artist, to Cuba. He was instructed to remain there until the war began. After remaining there some time Mr. Remington sent this telegram from Havana:—"W. R. Hearst, *New York American*, N.Y.:—Everything is quiet. There is no trouble here. There will be no war. I wish to return."

This was the reply:—"Remington, Havana. Please remain. You furnish the pictures, and I'll furnish the war.—W. R. Hearst." The proprietor of the *American* was as good as his word, and to-day the gilded arms of Spain, torn from the front of the palace in Santiago de Cuba, hang in his office in Printing House St., a lump of melted silver, taken from the smoking deck of the shattered Spanish flagship, serves as his paper-weight, and the bullet-pierced headquarters flag of the Eastern army of Cuba—gratefully presented to him in the field by General Garcia—adorns his wall.

The incident which did more to arouse the sentimental opposition of the American people to Spain than anything which happened prior to the destruction of the *Maine*, was the rescue of the beautiful Evangelina Cienfuegos from a Havana prison by the *American's* correspondent, Karl Dacker. One sultry day in August, 1897, the proprietor of the *American* was jollying in his editorial chair. Public interest in Cuba was weak. The Spanish Minister at Washington had dragged the country with cunningly compounded statements. The Government was indifferent. The weather was too hot for serious agitation. Every experienced editor will tell you that it is hard to arouse the popular conscience in August. Perspiring man refuses to allow himself to be worked into a moral rage. The proletariat of liberty was in a hole. The most tremendous headlines failed to stir the crowd.

An attendant entered the room with a telegram, which Mr. Hearst read languidly:—"Havana—Evangelina Cienfuegos, pretty girl of 17 years, related to President of Cuban Republic, is to be imprisoned for 20 years on African coast for having taken part in uprising Cuban political prisoners on Isle of Pines."

He read over a second time and was about to cast it on his desk—but no! He stared at the little slip of paper and whistled softly. Then he slapped his knee and laughed.

"Sam!" he cried.

A tall, shaven, keen-eyed editor entered from the next room.

"We've got Spain, now!" exclaimed Mr. Hearst, displaying the message from Cuba.

"Telegraph to our correspondent in Havana to



TELEPHONE No. 135.

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[1567]

THE "ZAFIRO" CASE.

A REPRINT OF "THE 'ZAFIRO' MYSTERY" Case in pamphlet form is now on sale. Copies may be obtained for cash, \$1 each, at the Office of the "Daily Press," Hongkong, 29th May, 1903. [1565]

SHIPPING.

ARRIVALS.
June 9, SAGA, Norwegian str., 689, Erling Natvig, Bangkok 2nd June, Rice and Trakwood.—JARDINE, MATHESON & CO.
June 9, SINGAPORE, French str., 845, A. Jones, Saigon 5th June, Rice and meal.—BRADLEY & CO.
June 10, DAIJO MARU, Japanese str., 890, T. W. Groves, Fukuoka 7th June, General.—OSAKA SHOSHEN KAISHA.
June 10, KONGSHANG, German str., 1,292, J. Spies, Bangkok 3rd June, Rice and Wood. BUTTERFIELD & SWIRE.
June 10, MERCEDES, British transport, 2,926, J. S. McGregor, New Zealand 17th May, Coal.—ADMIRALTY.
June 10, PRINCE OF LEWIS, British str., 1,494, Hansen, Fremantle 29th April, Sandalwood.—GRIMAN & CO.
June 10, QUANGNAM, French str., 710, Martino, Saigon via Touron 8th June, Rice.—BRADLEY & CO.
June 10, THALES, British str., 820, A. J. Robson, Penchow via Amoy and Swatow 7th June, General.—DOUGLAS LARPAIK & CO.
June 10, VICTORIA, Swedish steamer, 988, J. M. Hermanson, Saigon 6th June, Rice and General.—EAST ASIATIC TRADING CO.

CLEARANCES.

At the Harbour Master's Office.
10th June.
Haimun, British str., for Swatow.
Hiroshima Maru, Japanese str., for Moji.
Hongwan I, British str., for Amoy.
Kuangtung, Chinese str., for Shanghai.
Kwangtung, Chinese str., for Swatow.
Tremont, American str., for Manila.

DEPARTURES.

1st June.
EA' TEEN, British str., for Moji.
GLENGARRY, British str., for Nagasaki.
GLENAGHY, British str., for Shanghai.
HAIMUN, British str., for Tamsui.
HONGWAN I, British str., for Amoy.
HONGWAN II, British str., for Amoy.
HONGWAN III, British str., for Amoy.
HONGWAN IV, British str., for Amoy.
HONGWAN V, British str., for Amoy.
HONGWAN VI, British str., for Amoy.
HONGWAN VII, British str., for Amoy.
HONGWAN VIII, British str., for Amoy.
HONGWAN IX, British str., for Amoy.
HONGWAN X, British str., for Amoy.
HONGWAN XI, British str., for Amoy.
HONGWAN XII, British str., for Amoy.
HONGWAN XIII, British str., for Amoy.
HONGWAN XIV, British str., for Amoy.
HONGWAN XV, British str., for Amoy.
HONGWAN XVI, British str., for Amoy.
HONGWAN XVII, British str., for Amoy.
HONGWAN XVIII, British str., for Amoy.
HONGWAN XIX, British str., for Amoy.
HONGWAN XX, British str., for Amoy.
HONGWAN XXI, British str., for Amoy.
HONGWAN XXII, British str., for Amoy.
HONGWAN XXIII, British str., for Amoy.
HONGWAN XXIV, British str., for Amoy.
HONGWAN XXV, British str., for Amoy.
HONGWAN XXVI, British str., for Amoy.
HONGWAN XXVII, British str., for Amoy.
HONGWAN XXVIII, British str., for Amoy.
HONGWAN XXIX, British str., for Amoy.
HONGWAN XXX, British str., for Amoy.

VESSELS IN DOCK.

9th June.
KOWLOON DOCK.—Montana, Canton River, Tagayon, San Joaquin, Decima, H.M.S. Tamar, Teicheng, Saphir, Indraganah, Comorpan Dock.—Doric.

SHIPPING REPORT.

The British steamer *Thales*, from Coast Ports 7th June, had moderate S.W. wind to Swatow. From Swatow to port light S.W. wind, smooth sea and fine, clear weather. Vessels in Poochow.—*Glenaghy*, *Haimun* and *Maidurn Maru*. In Amoy—H.M.S. *Albion*, steamers *Wineland* and *Suburg*.

VESSELS ON THE BERTH

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FOR SWATOW, AMOY AND POOCHOW.
THE Company's Steamship.

"HAICHING."
Captain Passmore, will be despatched for the above ports 10-DA Y, the 11th inst., at 11 A.M.

For Freight or Passage, apply to
DOUGLAS LARPAIK & CO.,
General Managers.
Hongkong, 10th June, 1903. [1682]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship.

"NAMSANG."
Captain Payne, will be despatched as above TO-DA Y, the 11th inst., at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 4th June, 1903. [1627]

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(Taking Cargo at through rates to Persian Gulf and Bagdad, also Barcelona, Valencia, Alicante, Almeria and Malaga.)

THE Steamship
"CAPRI."
Captain Beldio, will be despatched as above TO-DA Y, the 11th inst., at Noon.

At Bombay the Steamer is discharging in Victoria Dock.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 4th June, 1903. [1684]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship.

"LOONGSANG."
Captain Weigall, will be despatched as above TO-MORROW, the 12th inst., at 4 P.M.

This Steamer has superior accommodation for First-Class Passengers, and is fitted throughout with Electric Light.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
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Hongkong, 8th June, 1903. [1664]

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THE Steamship
"CLAVERING."
Captain Barton, will be despatched for the above ports on THURSDAY, the 18th inst., at Noon.

For Freight, apply at the Company's Office, 35, Queen's Road Central, 2nd Floor.
J. S. VAN BUREN,
Superintendent.
Hongkong, 9th June, 1903. [1678]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF GAIL	CHUSAN	Brit. str.	W. W. Cooke	P. & O. S. N. Co.	20th inst., at Noon.
LONDON & ANTWERP VIA SUEZ CANAL	GLORFARG	Brit. str.	Holman	McGregor Bros. & Co.	23rd inst.
LONDON VIA SUEZ CANAL	BENLOMOND	Brit. str.	Mutton	GIBB, LIVINGSTON & CO.	About 2nd July.
LIVERPOOL	PROTHETHEUS	Brit. str.	Den. str.	BUTTERFIELD & SWIRE	20th inst.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	HOMMAY	Brit. str.	H. S. Bradshaw	P. & O. S. N. Co.	22nd July.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	SABO MARU	Jap. str.	S. J. G. Parsons	NIPPON YUSEN KAISHA	To-morrow, Noon.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	OCEANIAN	Jap. str.	Guigues	MESSAGERIES MARITIMES	13th inst., Daylight.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	P. MARIE	Jap. str.	Den. str.	BUTTERFIELD & SWIRE	13th inst., at 8 A.M.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	ANTYOR	Brit. str.	Den. str.	BUTTERFIELD & SWIRE	About 20th inst.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	KAWACHI M.	Jap. str.	H. Fraser	NIPPON YUSEN KAISHA	23rd inst.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	ALCINOUS	Brit. str.	Den. str.	BUTTERFIELD & SWIRE	27th inst., Daylight.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	PELEUS	Brit. str.	Den. str.	BUTTERFIELD & SWIRE	7th July.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	STETOR	Brit. str.	Den. str.	BUTTERFIELD & SWIRE	21st July.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	DARDANUS	Brit. str.	Den. str.	BUTTERFIELD & SWIRE	4th August.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	STUTTGART	Ger. str.	P. Grosch	MELCHERS & CO.	13th inst.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	STUTTGART	Ger. str.	Madren	HAMBURG-AMERIKA LINIE	20th inst.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	SUEVIA	Ger. str.	Borek	HAMBURG-AMERIKA LINIE	1st July.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	NICARAGUA	Ger. str.	Jelburg	HAMBURG-AMERIKA LINIE	15th July.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	WYTERBURG	Ger. str.	Den. str.	HAMBURG-AMERIKA LINIE	29th July.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	BADEIA	Ger. str.	Borner	HAMBURG-AMERIKA LINIE	12th August.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	MORAVIA	Aus. str.	Soich	SANDER, WIELER & CO.	17th inst., P.M.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	H. LEUCHS	Rus. str.	Den. str.	BRADLEY & CO.	About 5th July.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	ARABIA	Am. str.	Den. str.	SHAW, TOMES & CO.	18th inst.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	C. TIERGHEIN	Brit. str.	Den. str.	DODWELL & CO., LD.	About 24th inst.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	CLYDE	Brit. str.	Den. str.	McGregor Bros. & Co.	8th July.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	E. OF INDIA	Brit. str.	Rafferty	CANADIAN PACIFIC R. CO.	24th inst., at Noon.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	TAHITI	Brit. str.	Den. str.	BUTTERFIELD & SWIRE	22nd July.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	MACHAON	Brit. str.	Den. str.	BUTTERFIELD & SWIRE	14th inst.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	SHIRANAO MARU	Jap. str.	W. Thompson	NIPPON YUSEN KAISHA	18th inst., at 4 P.M.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	OSAKA MARU	Jap. str.	A. Christensen	NIPPON YUSEN KAISHA	24th inst., Daylight.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	TOKA MARU	Jap. str.	R. P. Craven	NIPPON YUSEN KAISHA	30th inst., at 4 P.M.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	INDRABAHMA	Jap. str.	E. W. Haswell	NIPPON YUSEN KAISHA	14th inst.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	KICHAKO MARU	Jap. str.	Den. str.	NIPPON YUSEN KAISHA	19th inst., at 4 P.M.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	EASTERN	Brit. str.	Den. str.	GIBB, LIVINGSTON & CO.	1st July.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	CHINGU	Brit. str.	Den. str.	BUTTERFIELD & SWIRE	4th July.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	SULLBERG	Brit. str.	Meyer	HAMBURG-AMERIKA LINIE	15th inst., at 5 P.M.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	CHINGU	Brit. str.	Den. str.	BUTTERFIELD & SWIRE	To-day.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	CEYLON	Brit. str.	C. D. Bennett	P. & O. S. N. Co.	About 13th inst.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	TRIESTE	Aus. str.	Den. str.	SANDER, WIELER & CO.	17th inst., P.M.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	CLAVERING	Brit. str.	Barton	J. S. VAN BUREN	18th inst., at Noon.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	SANKU MARU	Jap. str.	W. Townsend	NIPPON YUSEN KAISHA	18th inst., Daylight.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	KINSHU MARU	Jap. str.	F. L. Pyne	NIPPON YUSEN KAISHA	25th inst., at Noon.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	YAWA MARU	Jap. str.	A. E. Moses	NIPPON YUSEN KAISHA	17th inst., at Noon.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	KWANGTUNG	Brit. str.	Den. str.	BUTTERFIELD & SWIRE	18th inst.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	CHINGU	Brit. str.	Den. str.	BUTTERFIELD & SWIRE	To-day.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	WUOSING	Brit. str.	Den. str.	BUTTERFIELD & SWIRE	To-morrow.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	E. SIMONS	Fren. str.	Dupuy Fromy	MESSAGERIES MARITIMES	About 14th inst.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	P. VALDEMAR	Den. str.	Pock	MELCHERS & CO.	Quick despatch.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	BALLAARAT	Brit. str.	F. R. Summers	P. & O. S. N. Co.	About 20th inst.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	DAIGI MARU	Jap. str.	T. W. Groves	OSAKA SHOSHEN KAISHA	To-morrow.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	HACHING MARU	Jap. str.	I. Goto	OSAKA SHOSHEN KAISHA	14th inst.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	THALES	Brit. str.	Den. str.	DOUGLAS LARPAIK & CO.	14th inst., at 11 A.M.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	WUCHANG	Brit. str.	Den. str.	DOUGLAS LARPAIK & CO.	To-morrow, 10 A.M.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	LOONGSANG	Brit. str.	Weigall	JARDINE, MATHESON & CO.	To-morrow, 4 P.M.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	ROHILLA MARU	Jap. str.	E. P. Bishop	TOYO KISEN KAISHA	To-morrow, 11 A.M.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	ZAFIRO	Brit. str.	R. Rodger	SHAW, TOMES & CO.	13th inst., 10 A.M.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	SUNG KIANG	Brit. str.	Den. str.	BUTTERFIELD & SWIRE	17th inst.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	RUBI	Brit. str.	R. W. Almond	SHAW, TOMES & CO.	20th inst., 10 A.M.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	CHINGU	Brit. str.	Den. str.	BUTTERFIELD & SWIRE	4th July.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	NAMSANG	Brit. str.	Payne	JARDINE, MATHESON & CO.	To-day, at Noon.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	NANKIN	Brit. str.	G. M. Montford	P. & O. S. N. Co.	To-day, at Noon.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	C. A. POAR	Brit. str.	J. G. Olfert	DAVID SASSON & CO., LD.	18th inst., at Noon.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	CAPRI	Brit. str.	Den. str.	CARLOWITZ & CO.	To-day, at Noon.
MARSEILLES, LONDON &c. V. ST. PORE, &c.	BOMBAY MARU	Jap. str.	T. Maral	NIPPON YUSEN KAISHA	16th inst., at Noon.

COMPAGNIE DES MESSAGERIES MARITIMES

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship
"ERNEST SIMONS."
Captain Dupuy Fromy, will be despatched for the above ports on or about SUNDAY, the 14th inst.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.
Hongkong, 9th June, 1903. [1682]

FOR CHEMULPO AND PORT ARTHUR.

THE Steamship
"SULLBERG."
Captain Meyer, will be despatched for the above ports on MONDAY, the 15th inst., at 5 P.M.

For Freight or Passage, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 10th June, 1903. [1639]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"GREGORY APCAR."
Captain J. G. Olfert, will be despatched for the above ports on TUESDAY, the 16th inst., at Noon.

For Freight or Passage, apply to
DAVID SASSON & CO., LD.,
Agents.
Hongkong, 9th June, 1903. [1667]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR Fiume and Trieste (Direct),
Calling at SINGAPORE, PENANG, LANGKUN, COLOMBO, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the Brazils, to South Africa, Red Sea, Black Sea, Levant, Venice and Adriatic Ports.)

THE Company's Steamship
"MORAVIA."
Captain Soich, will be despatched as above on WEDNESDAY, the 17th inst., P.M.

For information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
Agents,
Princes' Buildings.
Hongkong, 2nd June, 1903. [1683]

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.
S.S. "CHU KONG" (Captain Mason).

DEPARTURES from Hongkong to Macao daily at 7.30 A.M. (Sunday included).
Departures from Macao to Hongkong daily at 2 P.M. (Sunday included).

This steamer is the fastest and has superior Cabin accommodation.

Fares:
1st Class \$1.50
2nd Class 0.70
3rd Class 0.30

Further Particulars may be obtained at the Office of the
WING ON STEAMSHIP CO.,
No. 42, Bonham Strand West,
Hongkong, 16th May, 1903. [1646]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.
SADO MARU ... MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID ... SATURDAY, 13th June, at DAYLIGHT.

BOMBAY MARU ... BOMBAY, via SINGAPORE and COLOMBO ... TUESDAY, 16th June, at NOON.

SHIRANAO MARU ... VICTORIA, B.C. and SEATTLE U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA ... TUESDAY, 16th June, at 4 P.M.

YAWATA MARU ... NAGASAKI, KOBE and YOKOHAMA ... WEDNESDAY, 17th June, at NOON.

SANKU MARU ... KOBE and YOKOHAMA ... FRIDAY, 19th June, at DAYLIGHT.

KUMANO MARU ... SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE ... FRIDAY, 19th June, at 4 P.M.

KINSHU MARU ... KOBE ... THURSDAY, 25th June, at NOON.

KAWACHI MARU ... MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID ... SATURDAY, 27th June, at DAYLIGHT.

TOKA MARU ... VICTORIA, B.C. and SEATTLE U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA ... TUESDAY, 30th June, at 4 P.M.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern Railway and Atlantic Steamers Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through passengers have the option of travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building First Floor, Chater Road.
A. S. MIHARA, Manager. [9]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.
SINGAPORE, COLOMBO and NANKIN ... Noon, 11th June ... Freight only.
BOMBAY ... G. M. Montford

MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID ... Noon, 12th June ... Freight or Passage.

YOKOHAMA, via SHANGHAI, MOJI and KOBE (Passing through the Inland Sea) ... CEYLON ... About 13th June ... Freight or Passage.

LONDON, &c. ... CHUSAN ... Noon, 20th June ... See Special Advertisement.

SHANGHAI ... BALLAARAT ... About 20th June ... Freight or Passage.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 8th June, 1903. [1]

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR STEAMERS LEAVING
TAMSAI, via SWATOW ... "DAIGI MARU" ... FRIDAY, 12th June ...
TAMSAI, via SWATOW ... "DAIGI MARU" ... FRIDAY, 19th June ...
FOOCHOW, via SWATOW ... "ANPING MARU" ... SUNDAY, 14th June ...

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a fully qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to peripatetic inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs water front premises at Tamsui to load all passengers and cargo.

By the Co.'s steamers for Shanghai through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Voeux Road Central.
Hongkong, 9th June, 1903. T. ARIMA, Manager. [15]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

1903

OCEAN STEAM SHIP CO., LTD. AND CHINA MUTUAL STEAM NAVIGATION CO., LTD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

FROM	STEAMSHIP	DATE
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 20th June.
GLASGOW and LIVERPOOL	"STENTOR"	On 27th June.
GLASGOW and LIVERPOOL	"TYDEUS"	On 3rd July.
GLASGOW and LIVERPOOL	"MACHAON"	On 12th July.
GLASGOW and LIVERPOOL	"DIOMED"	On 16th July.
GLASGOW and LIVERPOOL	"HICOR"	On 22nd July.
GLASGOW and LIVERPOOL	"NESTOR"	On 29th July.
GLASGOW and LIVERPOOL	"TENCER"	On 30th July.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 8th August.

FOR	STEAMSHIP	TO SAIL
LIVERPOOL	"HYSON"	On 20th June.
MARSEILLES, LONDON and ANTWERP	"ANTENOR"	On 23rd June.
MARSEILLES, LONDON and ANTWERP	"ALCINOUS"	On 7th July.
MARSEILLES, LONDON and ANTWERP	"PROMETHEUS"	On 22nd July.
MARSEILLES, LONDON and ANTWERP	"PELEUS"	On 21st July.
MARSEILLES, LONDON and ANTWERP	"STENTOR"	On 4th August.
MARSEILLES, LONDON and ANTWERP	"DARDANUS"	On 18th August.

TRANS-PACIFIC SERVICE.
FOR VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE, and YOKOHAMA.
The s.s. "OANEA" left Tacoma on the 11th inst. for Kobe and Hongkong.
For Freight, apply to
BUTTERFIELD & SWIRE, AGENTS.
Hongkong, 11th June, 1903. [10-12]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMSHIP	TO SAIL
YOKOHAMA and KOBE	"CHINGTU"	On 11th June.
SHANGHAI	"ICHANG"	On 12th June.
SHANGHAI	"TIENSIN"	On 13th June.
SHANGHAI	"WOOSUNG"	On 13th June.
SHANGHAI	"WUOHANG"	On 17th June.
SHANGHAI	"SUNGKIANG"	On 18th June.
SHANGHAI	"CHINGTU"	On 4th July.

PORT DARWIN, THURSDAY, ISLAND, COOKTOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.
The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.
Taking Cargo on through bills of lading to all Yangtze and North China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, AGENTS.
Hongkong, 11th June, 1903. [11]

HAMBURG-AMERIKA LINIE NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTI PORTS, NORTH and SOUTH AMERICAN PORTS.

STEAMSHIP	DESTINATION	SAILING DATE
STRASSBURG	HAVE and HAMBURG	On 20th June.
SUEVIA	HAVE and HAMBURG	On 1st July.
NURNBERG	HAVE and HAMBURG	On 15th July.
WURZBURG	HAVE and HAMBURG	On 29th July.
BADENIA	HAVE and HAMBURG	On 12th Aug.

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

PORTLAND & ASIATIC STEAMSHIP CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
"INDRASAMHA"	5,197	R. P. Craven	June 14, 1903
"INDRAVELLI"	4,899	W. E. Craven	July 14, 1903
"INDRAPURA"	4,899	A. E. Hollingsworth	Aug 14, 1903

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, GENERAL AGENT.
Hongkong, 25th May, 1903. [14]

TOYO KISEN KAISHA MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship	Captain	Tons	Sailing Date.
"ROHILLA MARU"	E. P. Bishop	8569	
"ROSETTA MARU"	N. Tate	8576	Wednesday, 17th June, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
K. NAKASHIMA, Manager.
Hongkong, 8th June, 1903. [478]

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS—POSTE FRANCAIS.

NOTICE.
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.
LONDON, HAVRE, BORDEAUX.
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 16th June, 1903, at 8 A.M., the Company's Steamship "OCEANIC" Captain Guignes, with Mails, Passengers, Spoils and Cargo, will leave this Port for MARSEILLES (J. BOMBAY). This Steamer connects at COLOMBO with the s.s. Australia, which vessel takes on her Passengers and Mails, leaving that port on the 28th June, direct to Suez, Port Said and Marseilles.
Cargo and Spoils will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon only on Monday, the 15th June. Spoils and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.
For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX, Agent.
Hongkong, 3rd June, 1903. [2]

STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.
"ARA RA"
will be dispatched on THURSDAY, the 18th JUNE.
For Freight, apply to
SHEWAN TOMES & CO., General Agents.
Hongkong, 4th June, 1903. [1618]

THE EAST ASIATIC COMPANY, LIMITED.
FOR MARSEILLES, HAVRE, COPENHAGEN AND BALTI PORTS.
THE Danish Steamer
"PRINSESSE MARIE"
Captain Berentzen, will leave for the above ports on or about the 20th instant.
For Freight or Passage, apply to
MELCHERS & CO., Agents.
Hongkong, 3rd June, 1903. [1612]

FOR ODESSA.
THE Russian Steamer
"HERMANN LERCH"
1,978 tons, will be dispatched for the above port on or about 5th July.
For Freight, apply to
BRADLEY & CO., Agents.
Hongkong, 1st June, 1903. [1591]

"GLEN" LINE OF STEAMSHIPS.
FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"GLENESK"
Captain Rafferty, will be dispatched as above on THURSDAY, the 9th July.
For Freight or Passage, apply to
MCGREGOR BROS. & GOW.
Hongkong, 8th June, 1903. [1645]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.
THE Steamship
"CHUSAN"
Captain W. W. Cooke, carrying His Majesty's Mails, will be despatched from this Port for Bombay, on SATURDAY, the 20th JUNE, at Noon, taking passengers and cargo for the above ports.
Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's bills of Lading.
For further particulars, apply to
E. A. HEWETT, Superintendent.
Hongkong, 8th June, 1903.

"GLEN" LINE OF STEAMSHIPS.
FOR LONDON AND ANTWERP, VIA SUEZ CANAL.
THE Steamship
"GLENFARG"
Captain Holman, will be despatched as above on TUESDAY, the 23rd June.
For Freight or Passage, apply to
MCGREGOR BROS. & GOW.
Hongkong, 18th May, 1903. [1560]

REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).
Proposed SAILINGS FROM HONGKONG.
"CARLES TIBERGHIE" 24th June.
"MACDUFF" 10th July.
For Freight and further information, apply to
DODWELL & CO., LD., Agents.
Hongkong, 5th June, 1903. [1125]

FOR SAMSHUI, VIA KONGMOON AND KUMCHUK.
THE Steamship
"PAK KONG"
will be despatched for the above ports every TUESDAY, THURSDAY and SATURDAY, at 5 P.M. Ample accommodation for European Passengers.
For Freight or Passage apply on board, or to
KWONG WAN STEAMBOAT CO., LD., 15 and 16, Queen's Building, Pray West.
Hongkong, 6th May, 1903. [1353]

CHINA NAVIGATION CO., LIMITED.

HONGKONG—MANILA.
REDUCED SALOON PASSAGE MONEY.
SINGLE, \$25; RETURN, \$40.

STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DULY QUALIFIED SURGEON CARRIED.
BUTTERFIELD & SWIRE AGENTS.
Hongkong, 1st May, 1901. [390]

THE STEAMSHIP "WING CHAI"
HONGKONG—MACAO LINE.

WILL leave Hongkong every morning during this season at 7:30 o'clock.
SAM WANG & CO., LD.
Hongkong, 4th June, 1903. [1619]

HONGKONG—MACAO LINE.
SS. "WING CHAI"
Captain Samuel Bell Smith.

DAILY Departures from Hongkong to Macao at 7:30 A.M. from Macao to Hongkong at 9 P.M. Sunday included.
1st Class fare (including cabin and servant), \$3; return ticket, \$5.
2nd Class, \$1.50; return ticket, \$2.50.
3rd Class, \$1.
Steering, \$4.50.
Superior cabin accommodation.
Wharf in Hongkong, opposite Central Market; at Macao, C. M. S. N. Company's Wharf.
For Freight, &c., apply to—
SAM WANG & CO., LD., 81, Queen's Road Central.
Hongkong, 29th April, 1903. [84]

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with LUNDA CHINA STEAM NAVIGATION CO.'s fortnightly services hence to CALCUTTA. Sailings from CALCUTTA for CANTON every fortnight.
For Freight and further particulars, apply to
DODWELL & CO., LIMITED, General Agents for China and Japan.
Hongkong, 4th August, 1897. [8]

NOTICES TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamer
"MASSILLA"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.
This Vessel brings on Cargo—
From London, &c., ex s.s. Oceana.
From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.
Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M., TO-DAY, 4th inst.
Goods not cleared by the 11th inst., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.
E. A. HEWETT, Superintendent.
Hongkong, 4th June, 1903. [1]

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND SINGAPORE.
THE Steamship
"GREGORY APCAR"
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge will be landed at once at Consignee's risk and expense.
Cargo remaining on board after 4 P.M. of the 10th instant, will be landed at Consignee's risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.
Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the undersigned.
DAVID SASSOON & CO., LD., Agents.
Hongkong, 8th June, 1903. [1667]

NOTICE TO CONSIGNEES.
FROM NEW YORK VIA SUEZ CANAL.
THE Company's Steamship
"INDRA"
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.
Goods not cleared by the 15th June, at 10 A.M., will be subject to rent.
No Fire Insurance will be effected.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.
JARDINE, MATHESON & CO., Agents.
Hongkong, 8th June 1903. [1665]

ON SALE.
BOUND VOLUMES of the HONGKONG WEEKLY PRESS, JULY to DECEMBER, 1902, WITH INDEX. Price \$7.50.
On sale at the Hongkong Daily Press Office.
Hongkong, 25th January, 1903.

NOTICE TO CONSIGNEES "GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.
THE Steamship
"GLENLOCHY"
having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.
Goods not cleared by the 15th inst. will be subject to rent.
No Fire Insurance will be effected.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognized.
MCGREGOR BROS. & GOW.
Hongkong, 8th June, 1903. [1665]

GENERAL AVERAGE PER SWEDISH S.S. "VICTORIA"
ON FIRE IN SINGAPORE ON JANUARY 7TH 1903.

CONSIGNEES and Underwriters are hereby notified that Claims for short delivered and/or damaged Cargo must be presented to the undersigned before 1st JULY, 1903, or they will not be allowed.
SANDER, WIELER & CO., Agents.
Hongkong, 1st June, 1903. [1592]

PORTLAND AND ASIATIC STEAMSHIP COMPANY.
NOTICE TO CONSIGNEES.
STEAMSHIP "INDRASAMHA"
FROM PORTLAND (O.C.) YOKOHAMA, KOBE, AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.
No Fire Insurance will be effected by me in any case whatever.
ALLAN CAMERON, General Agent.
Hongkong, 5th June, 1903. [14]

BOSTON STEAMSHIP COMPANY.
NOTICE TO CONSIGNEES.
STEAMSHIP "TREMONT"
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignee's risk and expense.
No Fire Insurance will be effected by us in any case whatever.
DODWELL & CO., LD., Agents.
Hongkong, 9th June, 1903. [7]

FOR NERVOUS EXHAUSTION
CHAPOTEAUT'S Phospho Glycerate of Lime
For Nervous Troubles in Adults and Children
SOLD IN Capsules, in Syrup, and in Wine
Increases vital energy and nerve force. Full instructions with each bottle.
CHAPOTEAUT—PARIS, FRANCE
[132-4]

SURGEON DENTIST.
No. 10, D'ARVILLE STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st March, 1903.

MARTIN'S APOLLO STEEL PILLS
A French Remedy for all irregularities. Thousands of Ladies have used Martin's Pills in the home, so that on the day of any irregularity of the System a sure cure may be administered. Those who use them recommend them highly. All Chemists and Druggists, or direct to MARTIN, CHARTER, SOUTHAMPTON, ENGLAND.

True Economy.
Many people think that by buying a low-priced article they are getting the cheapest. There is no more erroneous idea. True economy consists in obtaining the best value for money.

van Houten's Cocoa
Is highly concentrated, perfectly soluble and most easily digested. You can therefore get more strength and nourishment out of it than out of any other. Experience will prove that it is the
Best & Goes Farthest.

Apollinaris
"THE QUEEN OF TABLE WATERS."
SUPPLIED UNDER ROYAL WARRANTS OF APPOINTMENT TO
HIS MAJESTY KING EDWARD VII.
AND
HIS ROYAL HIGHNESS THE PRINCE OF WALES.
Sole Agents:
CARLOWITZ & CO.,
HONG KONG, CANTON, SHANGHAI, TIENSIN, HANKOW & TSINGTAU.
[2417-5]

